

# MISSING PAGE

ORIGINAL DOCUMENT MISSING PAGE(S):

Missing Pg #1

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TIME OVER 3.2MN: N/A MIN.

TIME OVER 50,000FT: 17 MIN.

12. PURPOSE: FCF.

13. SUMMARY: IDLE FUEL FLOW AFTER STARTING WAS HIGHER THAN NORMAL ON BOTH ENGINES. TAXI, BRAKING AND ENGINE TRIM ALL OK. ENP INDICATOR APPEARED TO BE UPSIDE DOWN COMPARED TO OTHER A-12 AND SR-71 GAUGES. INS DIG AND G.S. BOTH ZERO AT RUNUPS. MOUNTAIN HOME WAS SET ON INS. HYDRO, AZIMUTH, FRS, SR-1 ALL CHECKED OUT. DURING T/O ROLL AT 195 KNOTS, THE STICK LOCKED UP IN PITCH JUST AS GILLILAND STARTED ROTATION. FORE AND AFT PILOT ACTION BROKE IT LOOSE AND IT WAS OK FOR THE REST OF THE FLIGHT. AFTER T/O, AUTO TRIMMERS WERE ENGAGED AND TRIMMED THE ENGINES UP. AT 844 DEG, PILOT DISENGAGED AUTO TRIMMERS. PRESSURE SWITCH OK AT 10,000 FT. PRESSURE DUMP AND REFRIGERATION SYSTEM ALL CHECK OUT OK. REFRIGERATION SWITCH IS HARD TO REACH. AUTO PILOT WORKED GOOD IN ALL FUNCTIONS. ROLL SAS KICKED OFF THE LINE MANY TIMES. CIT INDICATOR WORKED OK, ALTHOUGH WAS HARD TO READ DUE TO DEEP RECESS. HF RECEPTION IN SHIP WAS POOR DURING FINAL PORTION OF FLIGHT. 400 KEAS ACCEL WAS MADE TO 3.0MN. JUST PRIOR TO ACCEL, ATTITUDE INDICATOR, DIG BECAME ERRATIC, SO INS WAS SHUT DOWN. SWITCHED TO SR-3 POSITION FOR THE REMAINDER OF THE FLT. LEFT SIDE UNSTARTED AND RECOVERED AT 2.2MN. THE THROTTLE LOCATED RESTART SWITCH WAS ACTIVATED AT 2.2MN. SPIKE AND DOOR POSITION INDICATIONS WERE GOOD. AT 77,000FT, WENT TO MIN AB AND FLOATED ON UP TO 80,000 FT. DURING THE DESCENT CAME BACK ON THROTTLERS, NOTED RUMBLE IN INLETS WITH FWD DOORS WIDE OPEN. ORBITED AREA CHECKING OUT ALL RADIOS AND

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NAV FUNCTIONS. PERFORMED ON G.C.A. ROLL SAS KEPT POPPING OFF LINE IN THE ROUGH AIR. EMERGENCY GEAR ACTUATION WAS OK. MAIN GEAR REQUIRED 65 SECONDS FOR GREEN LIGHTS AND NOSE GEAR REQUIRED 80 SECONDS. FUEL DUMP WAS OK. FUEL WAS TRANSFERRED FWD. LANDING AND CHUTE NORMAL. ON THE GROUND, SAS WAS CHECKED OK WITH EITHER ENGINE AND THE BATTERY.

14. PILOT COMMENTS:

A. ANTI GLARE GLASS IN COCKPIT DID NOT SHOW A GREAT IMPROVEMENT.

B. C.G. INDICATOR AND ALPHA GAUGE WERE BOTH SUGGESTED AS POSSIBLE IMPROVEMENTS BASED ON SR-71 EXPERIENCE.

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